

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in this application:

**LISTING OF CLAIMS:**

Claims 1 to 13. (Canceled).

14. (Currently Amended) A fuel-injection system comprising:  
a fuel injector having a plurality of spray-discharge orifices for injecting fuel into a combustion chamber of an internal combustion engine; and  
an ignition device projecting into the combustion chamber, the ignition device having at least one first pole and at least one second pole, fuel jets emerging from the spray-discharge orifices spreading a fuel fan that substantially has a form of one of a cone and a partial cone below a region of the ignition device, an end of the at least one first pole being situated to a side adjacent to an end of the second pole, both ends being situated on about the same level of a longitudinal axis of the ignition device;  
wherein the spray-discharge orifices widen in a stepped manner in a direction of the combustion chamber.

15. (Previously Presented) The fuel-injection system according to claim 14, wherein the ends of the first pole and the second pole are at least partially made of a noble metal, including a platinum alloy.

16. (Previously Presented) The fuel-injection system according to claim 14, wherein a diameter of the end of the first pole and the second pole is less than one millimeter.

17. (Previously Presented) The fuel-injection system according to claim 14, wherein a distance between the end of the first pole and the end of the second pole is less than one millimeter.

18. (Previously Presented) The fuel-injection system according to claim 14, wherein a distance between the second pole and a cone envelope formed by the fuel jets is between 0.5 mm and 3 mm.

19. (Previously Presented) The fuel-injection system according to claim 14, wherein the fuel jets evenly spread the fuel fan, the fuel jets having uniform opening angles, with respect to each other.

20. (Previously Presented) The fuel-injection system according to claim 19, wherein the opening angle is between 25 degrees and 45 degrees.

Claim 21. (Canceled).

22. (Previously Presented) The fuel-injection system according to claim 14, wherein a number of spray-discharge orifices is at least 4 and at most 12.

23. (Previously Presented) The fuel-injection system according to claim 14, wherein the spray-discharge orifices are situated in a multi-hole disk of the fuel injector.

24. (Previously Presented) The fuel-injection system according to claim 14, wherein the fuel fan has an envelope opening angle of 70 degrees to 110 degrees.

25. (Previously Presented) The fuel-injection system according to claim 14, wherein the fuel fan extends coaxially with respect to a longitudinal axis of the fuel injector.

26. (Previously Presented) The fuel-injection system according to claim 14, wherein a longitudinal axis of the fuel fan encloses an angle other than zero with respect to a longitudinal axis of the fuel injector.